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DESIGN AND ACCESS STATEMENT

LOCATION: 115 Rydal Drive, Bexleyheath, DA7 5EG

PROPOSAL: Redevelopment of a semi-detached house consisting of subdividing into two separate households. The proposal includes a part one/part two storey side and rear extension and a roof/loft conversion with dormer. One dwelling will be a 3b6p house and an other will be a 2b4p house. Private parking in front of the house and garden space with patio.

CLIENT: Elite London Properties Ltd.

PREPARED BY: Spheron Architects

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1.0 INTRODUCTION

This Design and Access Statement has been prepared by Spheron Architects to accompany an application for planning permission for redeveloping a site on Rydal Drive. The proposal includes a part one/part two storey side and rear extension and a roof/loft conversion with dormer, abutting an existing semi-detached house to subdivide into two households. There will be a 3b6p and 2b4p house.

The statement sets out relevant planning policies and the application of these policies.

2.0 SITE APPRAISAL

The application site lies in a residential suburb within the London Borough of Bexley. The site is within walking distance to Barnehurst train station. There are a few schools (including Bursted Wood Primary School and Belmont Primary School) nearby. Also within walking distance is the Bursted Woods, which is a Borough Grade 2 Site of Interest for Nature Conservation.

The existing semi-detached house is a two storey building with a generous private garden and front driveway access from Rydal Drive. The existing house comprises of 7 habitable rooms including 4 bedrooms.

The property is not located within a Conservation Area and is not within a Flood Risk zone.

3.0 RELEVANT PLANNING HISTORY

The following planning applications relating to the application site are considered to be relevant to the current planning proposal:

Application Ref: 23/00493/FUL

Description: Erection of a part one / part two storey side and rear extension and loft conversion with rear dormer to create two separate dwellings.

Decision Date: Fri 28 Apr 2023

Address: 115 Rydal Drive, Bexleyheath, DA7 5EG

Decision: Refused

Application Ref: 23/00492/FUL

Description: Part one/part two storey side and rear extension, garage conversion to habitable room and relocation of side gate. Conversion of roof space involving alterations to existing roofline and a rear dormer extension.

Decision Date: Thu 19 Oct 2023

Address: 115 Rydal Drive, Bexleyheath, DA7 5EG

Decision: Granted with conditions

4.0 PLANNING POLICY

The following provides a review of the statutory, national, regional and local policy relevant to 115 Rydal Drive, Bexleyheath, DA7 5EG.

RELEVANT POLICIES:

London Plan (2021)

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- SD10 Strategic and local regeneration
- D1 London's form, character and capacity for growth
- D3 Optimising site capacity through the design-led approach
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D14 Noise
- H1 Increasing housing supply
- H2 Small sites
- H10 Housing size mix
- G5 Urban greening
- SI 1 Improving air quality
- SI 2 Minimising greenhouse gas emissions
- SI 3 Energy infrastructure

Bexley Local Plan (2023)

- SP2 Meeting Bexley's housing requirements
- DP1 Providing a supply of housing
- SP5 Placemaking through good design
- DP11 Achieving high-quality design
- DP23 Parking management

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DP26 Waste management in new development

DP33 Sustainable drainage systems

5.0 PRINCIPLE CONSIDERATIONS

The proposal takes into account the following considerations, in seeking to address any matters leading to acquiring planning consent:

- Is the principle of development acceptable?
- Is the design appropriate and informed in its context?
- Are the internal space standards acceptable?
- Are there any other material planning considerations?

Point 1: Appropriate design

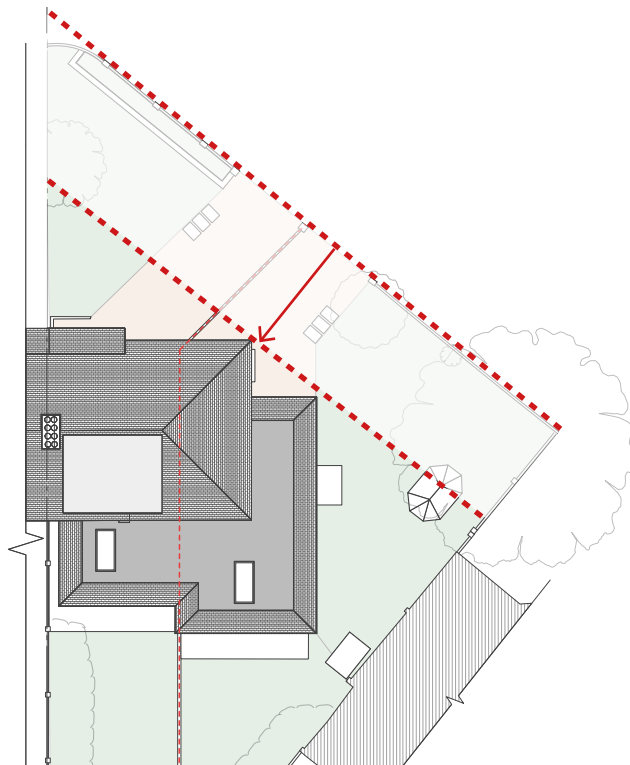
Addressing the Borough's Local Plan policies SP5, DP11 and Policy D1 of the London Plan, the proposed scheme respects its locality and its character, which is made up of primarily family houses. The proposed scheme is sensitively designed with the proposed external materials of the extensions to reflect the existing building. Therefore an understanding of the local characteristics of the area has informed the massing, height and character of the design.

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Point 2: Massing and scale

The massing of this proposal is exactly the same as the massing of the recently approved householder planning scheme on the same site. (Planning reference: 23/00492/FUL).

In addition to the location of the site being at junctions between Rydal Drive and Heversham Road, the building's main elevation is not parallel to the road. The design has taken this into account. The proposed extension to the existing footprint of the building is set back to adhere with the distance established between the road and the building line.



The proposed front elevation steps back to respect the distance established with the road in front along the defined axis.

The proposed roof alterations is in keeping with the neighbouring character as well as informed by the adjacent semi-detached house. The proposed roof profile will mirror the other end of the semi-detached house (see following image), a change which should be considered as sympathetic.

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Street view from Rydal Drive showing the proposed change to the existing roof profile, highlighted in red.

Point 3: Layout and private amenity space

Addressing Council Policy DP11 and D6 of the London Plan, the proposal creates housing development of a high quality design exceeding the minimum GIA specified for housing of the relevant sizes (3b6p and 2b4p). Furthermore, the resulting internal layout provides adequately-sized rooms, meeting the space standards. Ample outdoor private amenity space is also retained for both dwellings, taking advantage of the corner plot.

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Point 4: Privacy

Given the shape of the site and orientation of the proposed development, there is no detriment to the neighbouring house and its amenity space as a generous distance is maintained between the proposed part one/part two storey side extension and the boundary of the site. There will be no privacy issues and overlooking.

Point 5: Housing mix

Policy SP2 and DP1 of the Local Plan mentions the balance of affordable housing and the mix of dwelling sizes to meet the needs of Bexley's current and future population. The scheme provides two new dwellings differing in size; a single 3b6p house and a 2b4p house, demonstrating a viable development. The site will offer better housing options compared to its existing form with the subdivision into two generously sized households.

Point 6: Parking

The development provides appropriate parking space at the front of each household on a private driveway accessed off of Rydal Drive. An adjustment of the existing dropped kerb and a proposed new dropped kerb is proposed which will allow vehicular access to both driveways. Each household will have space for one car. This addresses Local Policy DP23. The site should be seen as sustainable given its close proximity to Barnehurst train station.

Point 7: Waste storage and collection

As shown on the proposed site plan, the private driveways will provide ample space for waste and recycle storage for collection. This addresses Local Policy DP26.

Additional Considerations

Vehicular Access:

Car parking spaces are accessed from Rydal Drive. The driveway to the front of the property provides level access to the entrance of the two dwellings.

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Internal Circulations:

The stairs are Part K compliant for a private access stair. The main internal corridors are also Part M compliant at a minimum of 900mm in width. Besides the stairs themselves, there are no level changes across each floor.

6.0 CONCLUSION

Planning consent for the proposed development should be granted, summarised as follows:

- The principle of development on this site is deemed as appropriate, taking into account the local character and typologies in the surrounding area. The corner site provides a good opportunity to position an extension which would provide adequate area for subdividing into two dwellings, without impacting on amenity space for existing and potential future occupiers.
- The character and massing of the proposal is presented as in line with the context, with the design of the main frontage respecting the line set back from the road.
- The proposed internal spaces all meet the requirements of the local authority.
- Parking space is provided and given the close proximity to the train station, the site is seen to be a sustainable location for development.

In conclusion, the proposal is perceived to be acceptable on its merits. The design accords with all the relevant planning policies as identified in this statement and in the absence of material harm, planning permission should be granted in accordance.